

THE EVENING CHRONICLE

The Only Daily Between Edmonton And Calgary

VOL. II

STRATHCONA, ALBERTA, FRIDAY, OCTOBER 16, 1908

No. 133

Conservatives Hold Smoker

Arrangements to Prevent Crookedness Discussed

There was again a large attendance at the Conservative rooms last night when the regular weekly meeting of the association took place. The enthusiasm from Mr. Roblin's meeting of the previous night was still in the air, and a tone of confidence of victory prevailed everywhere.

Mr. Duggan, who occupied the chair, spoke as to the necessity for organization, and gave many reasons why Strathcona should not vote for Dr. McLeamy. He narrated how the C.P.R. had passed Strathcona, and how after the explicit pledge that if it did so would bring the G.T.P. through Strathcona. They all knew, said Mr. Duggan, how they had been treated.



MR. E. W. DAY.

AUSTRALIA TOPS CANADA

Melbourne, Oct. 15.—Sir W. Lyne delivered his budget statement, and said the unprecedentedly large imports revenue of £11,645,000 is attributable to the new tariff and the higher price of products. Sir W. Lyne pointed out that Australia's imports were £43,000,000; exports, £27,000,000; while the corresponding Canadian figures were £60,000,000 and £43,000,000.

OF INTEREST TO LABOR.

Hamilton, Oct. 15.—A decision of interest to labor unions was given this morning when Judge Monk upheld Magistrate Jell's decision in the case of Wm. Batson v. A. M. Smith. Batson is a walking delegate of the carpenters union, and he persisted until the latter three days of the job. Batson then sought action for reinstatement. The magistrate dismissed the case, holding that Smith was justified. The union appealed the case and the judge confirmed the magistrates' decision.

Cobalt's Millionaires

In the Great Gamble Some Get Rich, Some Go Broke

It was estimated some time ago that Cobalt has made twenty millionaires. It is thought that this estimate, however, is somewhat wide of the mark, and that thirteen is the real figure. Most of these millionaires are as follows: W. C. Jones, H. D. Ross, D. A. Duncan, McMartin, J. McMartin, H. Timmins, R. W. Leonard, E. P. Earle, Alex. Lowry and C. A. Foster. Two Montrealers are in the list, Dr. Hersch and Mr. J. A. Jacobs. One is from Galt, Cornwall and Halibutton from St. Catharines and New York one each.

Those who have made upwards of \$100,000 are as follows: Dr. Jones, Dr. Hersch, Mr. Jacobs, Mr. Earle, Mr. Foster, Mr. Duncan, Mr. McMartin, Mr. McMartin, H. D. Ross, W. C. Jones, H. D. Ross, D. A. Duncan, McMartin, J. McMartin, H. Timmins, R. W. Leonard, E. P. Earle, Alex. Lowry and C. A. Foster. Two Montrealers are in the list, Dr. Hersch and Mr. J. A. Jacobs. One is from Galt, Cornwall and Halibutton from St. Catharines and New York one each.

How many have made small fortunes, we cannot say, but there are permanent residents of the town and have erected handsome and comfortable homes for themselves in Cobalt and Liscombe, while the miners reside in Halibutton, the residing centre of the Cobalt mining camp.

How many have made small fortunes, we cannot say, but there are permanent residents of the town and have erected handsome and comfortable homes for themselves in Cobalt and Liscombe, while the miners reside in Halibutton, the residing centre of the Cobalt mining camp.

POULTRYMEN WILL MEET.

The Alberta Poultry and Egg Association, which has recently changed its name for the Alberta Poultry and Egg Association, will be holding a meeting on Wednesday next, the object being to discuss the advisability of having montal meetings in Strathcona for the local breeders of poultry. All who are interested would help in the association by attending this meeting.

THE HISTORY OF THE CROW'S NEST STEAL

As Told By a Liberal

To the Editor of the Montreal Star: Sir—One of the most lively episodes of the present election campaign has been the three-cornered discussion which was precipitated by Hon. Mr. Roblin's onslaught on the notorious but almost forgotten Crow's Nest Railway deal and its beneficiaries. This transaction was a most important public issue in itself, and formed a chapter of history which is unfortunately little known to the Canadian public today (the transportation question).

But it is accepted "widely that Mr. Roblin's criticism would not have received much passing notice from the public, notwithstanding the picturesque chorister in which it was launched, if the Hon. Mr. Roblin's description of the Crow's Nest transaction and of the Glad's relationship to it were true, he would raise his editorship. This challenge, far from discouraging Mr. Roblin, only brought him back to the fray with such a wealth of epithets as to clearly show that his resources of invectiveatory art had hardly begun to be tapped.

Then Senator Jaffray joined the battle with an "explanation" of the position of the Globe and himself, which, as proprietor or controller of that organ, he evidently felt called upon to furnish. The writer of this communication, who is a Liberal, but not a Laurierite (or very different thing) is far from seeing eye to eye with Mr. Roblin's matters political, and does not necessarily "admire his controversial style." But knowing all the essentials relating to the Crow's Nest transaction, the writer has no difficulty in assuring that Mr. Roblin was entirely justified, so far as the substance of his accusations is concerned. A statement of the facts will make this totally clear.

In the eighties the Legislature of British Columbia was immensely interested in the "mosh-hack" variety, it was as natural a consequence, a sort of happy-go-lucky ground, for the hordes of oil-mongers, exploiters and concessionaries who then flourished at the coast, and whose only capital was an inexhaustible supply of "gall."

One group of those worthies, who subsequently incorporated themselves as the British Columbia Southern railway company, obtained from the enlightened statesmen at Victoria a charter to build a railway in Southern British Columbia. In 1880 the British Columbia legislature re-enacted the British Columbia Southern charter, which, as we saw, had laid upon its grantors the full responsibility of its construction by the original concessionaries. These original promoters had now disappeared from public ken, and by the time the public again became cognizant of Crow's Nest, during the British Columbia Southern charter had passed into the possession of the Canadian Pacific Railway Company, together with the 1,000,000 acres of land which went with it. Then a salient detail was entered into between the C.P.R. and the Dominion Government, by which the former was to receive a sum of \$100 per mile for building a highly profitable railway. This was, from a Government whose members had just been shouting that railway subsidies were "a fruitful source of robbery, speculation and corruption."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

BRITAIN WANTS FLYING IN CHINE

London, Oct. 15.—The announcement of the British war office to the effect that it is "Considering the purchase of the Wright brothers' patents for flying machines and that it has not been at all indifferent to the splendid performances at Le Mans," seems to have been intended as a "teaser" to leaven what public opinion was on this question.

Finally, after the report that Germany was getting into close diplomatic relations with Wilbur Wright and that he can sell his patents to the Kaiser any time he pleases, the above quoted appeared in all papers, and was not without approbation. "Get the Wright pilots and get them quickly," is the unmistakable advice of the British public. The expenses involved in the purchase of the Wrights' patents are not mentioned, but the British war office passes for an investment in improved or new war material.

Negotiations have already been opened with Wright, who refuses to come and says he will make a trip to the United States.

SALE OF PRINCE RUPERT'S LOTS

Vancouver, Oct. 14.—On his return from Prince Rupert, Chas. M. Haynes, president of the G.T.P., absolutely declined to buy the two lots.

Frank Hartill would be the best man by private means to buy the lots, he said. Hartill is a member of the firm of Hartill & Hartill, which is engaged in the business of building houses.

Consequently the Canadian Pacific Railway authorities decided to abandon their intention of building a line through the Crow's Nest Pass.

Sir Charles Tupper's Government offered the Canadian Pacific Railway \$10,000 per mile as a bonus for the building of the line—just why, the writer is unable to explain. It is to be remembered that in no country in the world outside of Canada are railways built, especially such as the Crow's Nest line, which are bound to be divided from the start.

The absurdity and viciousness of the imperial system was then fully known to the Liberal party, whose electing literature, circulated amongst the farmers of the east, contained this declaration: "Railway subsidies and corruption"—a truth thoroughly demonstrated.

In 1880 Sir Charles Tupper was defeated. Mr. Laurier became Prime Minister and was properly gratified to know that all who assisted him in attaining his dignity, not the least of these being the Globe, which was then and is now regarded as the chief organ of the Laurier party. After the "Liberal" accession there were soon some remarkable developments in Crow's Nest affairs. In 1880 the British Columbia legislature re-enacted the British Columbia Southern charter, which, as we saw, had laid upon its grantors the full responsibility of its construction by the original concessionaries. These original promoters had now disappeared from public ken, and by the time the public again became cognizant of Crow's Nest, during the British Columbia Southern charter had passed into the possession of the Canadian Pacific Railway Company, together with the 1,000,000 acres of land which went with it. Then a salient detail was entered into between the C.P.R. and the Dominion Government, by which the former was to receive a sum of \$100 per mile for building a highly profitable railway. This was, from a Government whose members had just been shouting that railway subsidies were "a fruitful source of robbery, speculation and corruption."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

Had Two Husbands and Led a Complete Double Life For Years

New York, Oct. 15.—Two men in this city are pondering to-day upon the ingenuous duplicity of Mrs. Catherine Streobel, ad ashing bonnet, who for many years lead each to believe she was his true loving wife.

The revelation that the woman kept house part of every 24 hours for each came with the granting of a divorce to Philip Streobel by Judge Andrew yesterday.

The evidence adduced convinced the court that Mrs. Streobel was the spouse of Streobel during the dry and the wife Jacob Nalause, a clerk, whom he daily worked at, was dined. Streobel was employed as an engineer and worked at night. By eleven o'clock and manipulations the woman was glad to find the two men on Sundays, the only time when both were not working.

Streobel owes his enlightenment to the observant habits of his sister, Mrs. Mary Myers. The sister became suspicious and was able to verify her doubts, which resulted in the exposure of Mrs. Streobel.

LAWS FOR PRAIRIES.

Vancouver, Oct. 14.—On his return from Prince Rupert, Chas. M. Haynes, president of the G.T.P., absolutely declined to buy the two lots.

Frank Hartill would be the best man by private means to buy the lots, he said. Hartill is a member of the firm of Hartill & Hartill, which is engaged in the business of building houses.

Consequently the Canadian Pacific Railway authorities decided to abandon their intention of building a line through the Crow's Nest Pass.

Sir Charles Tupper's Government offered the Canadian Pacific Railway \$10,000 per mile as a bonus for the building of the line—just why, the writer is unable to explain. It is to be remembered that in no country in the world outside of Canada are railways built, especially such as the Crow's Nest line, which are bound to be divided from the start.

The absurdity and viciousness of the imperial system was then fully known to the Liberal party, whose electing literature, circulated amongst the farmers of the east, contained this declaration: "Railway subsidies and corruption"—a truth thoroughly demonstrated.

In 1880 Sir Charles Tupper was defeated. Mr. Laurier became Prime Minister and was properly gratified to know that all who assisted him in attaining his dignity, not the least of these being the Globe, which was then and is now regarded as the chief organ of the Laurier party. After the "Liberal" accession there were soon some remarkable developments in Crow's Nest affairs. In 1880 the British Columbia legislature re-enacted the British Columbia Southern charter, which, as we saw, had laid upon its grantors the full responsibility of its construction by the original concessionaries. These original promoters had now disappeared from public ken, and by the time the public again became cognizant of Crow's Nest, during the British Columbia Southern charter had passed into the possession of the Canadian Pacific Railway Company, together with the 1,000,000 acres of land which went with it. Then a salient detail was entered into between the C.P.R. and the Dominion Government, by which the former was to receive a sum of \$100 per mile for building a highly profitable railway. This was, from a Government whose members had just been shouting that railway subsidies were "a fruitful source of robbery, speculation and corruption."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

They were not successful probably because the capitalists could not conceive of a body of statesmen so reasonable as to give up a good sum of money for the building of a railway. As building railways was not part of the programme of these gentlemen they immediately began legalizing their wildland, or, as Senator Jaffray emphatically put it "endeavoring to interest capitalists."

NOTICE

Whereas on the 5th day of October, 1908, one Thomas Burns was murdered and in consequence of certain facts a warrant has been issued for the arrest of Thomas Oliver on a charge of murder of the said Thomas Burns.

Description of Thomas Oliver

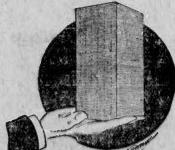
Age about 56, looks 65 years old, height about 5 ft. 7 in., heavy stout build, dressed in a black serge coat of ordinary cut, sweater with alternate green and brown stripes and green collar, light brown corduroy trousers, with cords medium in width, peaked black winter cap, common winter overshoes, hair all white, imperial, moustache and about one week's growth of hair on cheeks, almost white, heavy eyebrows, walks lame on one leg with foot slightly turned outwards, has been a soldier in British army.

All police officials, homesteaders, hotelkeepers and others are requested to keep a sharp look out for this man and if found arrest him and wire me at my expense. I will pay all incidental expenses in connection with same.

A. McCauley,
Chief of Police, : Strathcona

CONSERVATIVE COMMITTEE ROOM ROSS' HALL IS NOW OPEN

Always on Hand



Whenever you visit our Saw Mill you will see that we have always got a pile of the best Lumber on hand for Building Purposes

WALTER'S MILL

Upper Ferry Crossing, Strathcona.
Branches : Fort Pitt and Loydminster

The History of the Crow's Nest Steal

(Continued from page 1.)

Senator Jaffray says that the Government obtained some valuable concessions from the Canadian Pacific Railway Company in return for this subsidy. I say that these concessions were of an entirely illogical or "gold brick" nature. The only one of them having any substantiality was the conveyance of 50,000 acres of land to the Dominion government out of the 3,500,000 acres which the Canadian Pacific obtained from the province of British Columbia with the British Columbia Southern charter, and for which that province received not one dollar of recompence in any shape.

The Canadian Pacific Railway Company did not get the whole 3,500,000 acres. The holders of the British Columbia charter, before transferring it to the C.P.R. Company received \$85,000 cash (presumably their "promotional" outlays up to that time), and also they reserved for themselves 260,000 acres out of the 3,500,000. These 260,000 acres became one of the richest coal beds in the whole world. No service or consideration of any kind had been given to the people of Canada or of British Columbia by the men who thus became possessors of the princely property.

There is some mystery about the influence which secured the re-enactment of the British Columbia southern charter by the British Columbia Legislature in 1896. There is also some uncertainty as to the identity of the men who manipulated it, as well as the sale of that charter to the Canadian Pacific Railway Company.

But when the preparations had all been made, the details of the Canadian Pacific Railway subsidy regulation completed, and the curtain rung up, what think ye should appear in the limelight as the lucky owners of the fabulously rich Crow's Nest coal fields? Principal amongst them were none other than our friends Messrs. (now senators) Cox and Jaffray, who had the additional (and perhaps greater) good luck to be part proprietors of the Chief Lawyer organ, the Toronto Globe.

Senator Jaffray's recital of these occurrences would lead to the impression that they became interested in this valuable property in the most usual way, and largely from patriotic motives. His story, however, leaves much to be explained. It in fact, gives no real or definite information. He says that he and Senator Cox own only a fractional interest in the property.

Ninety-nine one hundredths would be a fractional interest.

What was the fraction which represented their interest?

What did they pay for it, and to whom?

In view of the fact that the public never obtained one penny for the property, and of the Globe's advocacy of the subsidy deal, these seem to be pertinent questions, and call for reply from Mr. Jaffray.

But between the first enactment of the British Columbia Southern charter and its re-enactment in 1896 a new generation had arisen in British Columbia, who knew not the exploiting Josephs, and who objected to that wholesale fleecing of the public domain which had been previously regarded as an honorable and gentlemanly occupation. Strong objection to the re-granting of the charter developed, and when the Crow's Nest Railway subsidy bill came up in parliament, Mr. W. W. B. McNamee, M. P. for Nanaimo, B. C., demanded that the Crow's Nest deal in unenacted terms, and in the name of the people of British Columbia, demanded that the Laurier government veto the re-enacted charter. In this demand he was supported by every member from British Columbia, Liberal and Conservative with the single exception of the members for the city of Victoria. Mr. McNamee flayed the Globe most unmercifully, exposing remorselessly what he believed to be the obvious and discreditable motives for its effective advocacy of the subsidy bill.

Many Liberal members from other provinces and many Liberal newspapers were opposed to the transaction,

and supported the demand for disallowance. But the government dared not, or desired not, to recede. A caucus was called, which, report says, was a very stormy one, and Sir Riel Cartwright was put up to plead for the support of the members. He asked it as a mark of their personal confidence in himself. The members yielded. The Crow's Nest Pass railway went through. The veto of the British Columbia Southern re-enactment was refused on the ground of regard for provincial rights. The extension may be appreciated when we remember that almost the entire membership from British Columbia demanded disallowance, and when we consider the policy of the same Government as to "provincial rights," on many occasions since that episode.

This was consummated one of the most flagrant violations of the principles of Canadian politics. The sum of \$400,000 of public money was wantonly wasted in subsidizing a company to build a railway in one of the potentially richest traffic-producing regions in America. In nearly every other country in the world such a valuable franchise would never have been alienated, but would have been reserved in order that the people who create its value should obtain benefits.

Canada pays heavily for its economic ignorance.

But the subsidy was the smallest part of the loss to the public. The value of the property alienated from the public by the British Columbia Southern charter is certainly not less than fifty millions of dollars, and is more likely to be one hundred millions.

Retained by the province of British Columbia and wisely administered, it would have provided all the provincial revenues for a century to come, and perhaps for a millennium; for, if the prospectus of the Crow's Nest Coal Company (Senator Cox President), is reliable, the coal supply on its property is practically inexhaustible.

When Mr. McNamee so mercilessly castigated the Globe in Parliament, it offered no explanation of the facts he recited, but it called Mr. McNamee "the left and a shindler."

In the more recent controversy, Edith Macdonald calls Mr. McNamee a scoundrel and a shindler, but he fails utterly to throw any new light on the transaction. Mr. Jaffray supplies an explanation, which is a model of smooth and verbose evasion, but still explains nothing. He also accuses Mr. Roblin with a libel action and asks for "definite charges."

This last is the device of that political charlatan par excellence, Hon. Mr. Sifton, who when caught with the "goods," so to speak, assumes a vainglorious attitude and asks for "definite charges."

The cheap "buff" often succeeds. What does Senator Jaffray want? Is the issue not definite enough? Or does Senator Jaffray want some one to make a charge on the part of the Globe could be prosecuted in a police court?

Let there be no misunderstanding of Senator Jaffray's mind. No one has asserted that the Globe has committed any statutory crime. The charge is much more serious than that. The charge is that while posing as a lofty exponent of public morality, it has violated the high moral law of noblesse oblige, and has betrayed the public interest.

This is a delinquency for which it cannot be punished under any criminal statute, but it is nevertheless a much more flagrant one than most of those which are so punishable.

The "charge" put in many "definite" form shows that a large and valuable portion of the public domain was wickedly and insanely alienated.

That the Dominion Government and Parliament, which could have prevented this alienation, were influenced to permit it.

And that the controlling spirits of the Globe were beneficiaries of or interested in this alienation.

This is the charge in as far as the Globe is concerned. The data on which it is based are given above. Is it not sufficiently "definite"? Let Senator Jaffray's answer be equally definite. Let him tell what the people of Canada or of British Columbia have received from the British Col-

umbia Southern land grant, and how he came to be interested in that grant and what he paid for his interest. Let him not affect high indignation as he will doubtless attempt, at an intrusion into "private business interests." This is obviously a matter of public interest, made especially so by Senator Jaffray's dual role as private promoter or concessionaire, and as moulder of public opinion.

The Dominion Government is, of course, primarily responsible for the perpetration of the Crow's Nest monopoly. Neither it nor Senator Jaffray can be tried in a police court on these charges, "definite" as they may be.

They are before the court of public opinion.

A WESTERN LIBERAL,
Montreal, Oct. 5, 1908.

The *Journal* of Alberta

Strathcona, Alta.

Classes open Sep-
tember 23rd, 1908.
Courses offered lead-
ing to B. A., 111
B. Sc. degrees.

Four Scholarships
of \$100.00 each open
for competition at
the Matriculation
Examinations in Sep-
tember.

Particulars write the
**President Of
The University**
Strathcona, • • • Alberta.

ALBERTA CONSERVATIVE ASSOCIATION

Federal Constituencies of Ed-
monton and Strathcona.

Having accepted the appointment of manager for Mr. H. H. Hargrave and Day, the nominees of the Conservative party for the Edmonton and Strathcona constituencies respectively, the undersigned invites all parties living in these constituencies to send their names and addresses to him at once, so that due time send to them the names and place of the place where they will be able to record their vote, and he will also be prepared to give any information desired.

CAPT. T. B. THOMAS,
Camrose, Alberta.

People generally—
tell each other about the
good things.

That is how the merits of
"BOVRIL"

have become so universally
known. "Bovril" is a
good thing. It is all the
nourishment of prime beef.



Weak Kidneys

Weak Kidneys, easily point to weak Kidneys. The Kidneys, like the Heart, and the Liver, are the great organs of the body, but in the nervous system and glands, there is a great difference. A medicine specifically prepared to reach those organs, and to act upon them, is Bovril. It is a waste of time, and of money now.

If your back aches or is weak, if the various organs of the body are failing, if you are subject to fits of depression, or other distressing or dangerous kidney trouble, Bovril is the best remedy.

It relieves the distressing cough, and relieves the sensitive membranes. Accept no other. Demand Dr. Shoop's. Sold by all dealers.

**Dr. Shoop's
Restorative**

"ALL DEALERS"

BETTER
than
Cake, Pudding or
Pastry
Jell-O
THE DAIRY DESSERT.
One package serves Six.
All grocers

PILES get immediate relief from
Dr. Shoop's Magic Ointment.

THE CANADIAN BANK OF COMMERCE

HEAD OFFICE, TORONTO

ESTABLISHED 1867

B. E. WALKER, President
ALEX. LAIRD, General Manager

Paid-up Capital, \$10,000,000
Reserve Fund, - 5,000,000

Branches throughout Canada, and in the United States and England

COUNTRY BUSINESS Every facility afforded to farmers and others for the transaction of their banking business. Sales notes will be cashed or taken for collection.

BANKING BY MAIL Accounts may be opened by mail, and money deposited or withdrawn in this way with equal facility.

Strathcona Branch, G. W. MARRIOTT, Manager

Real Estate Snaps

Choice Farm Lands,

Improved and Unimproved, situated in Strathcona and Edmonton districts.

Also many suitable

BUSINESS & RESIDENTIAL SITES IN STRATHCONA

We have on our lists lots With and Without Houses; Business Sites With or Without Premises.

HOUSES TO RENT. Agents for THE CANADIAN PERMANENT MORTGAGE CORPORATION, and THE B.C. PERMANENT LOAN AND SAVINGS CO.

Fire and Life Insurance— A Specialty.

BUSH & Co.

WHYTE AVE. EAST.

'Phone 71.

Support Strathcona's Industries



When you require COAL at short notice ring up 'phone 82. We can now supply best screened lump coal, nut coal and slack, suitable for any purpose, at prices which will compare favorably with any other mines.

Strathcona Coal Co.

EAST END Bakery & Restaurant

Is Where You Can Get Any Variety Of BREAD And CAKES Made To Order

Ladies Afternoon Teas A Specialty

Try Our Famed Pork Pies

JAS. E. ELDER

GO TO HEADQUARTERS

For Best Grades of Interior Finish, Mouldings, Edge Grain, Scoring, etc.

We have a heavy stock of these and all other Holes. It Will Pay You To Help Us Purchase It.

PLANING MILL IN CONNECTION

Let us quote you on STORM SASH made to fit your windows

THE O'BRIEN-DALE LUMBER CO. LTD.

Office Phone 46 A Yard Phone 46 B

Around the City

Rev. W. F. Stackhouse will preach in the Baptist Church on Sunday morning.

Rev. Canon Tucker will preach in Holy Trinity Church at the Sunday evening service.

To quickly check a cold, a clever Candy Cane Cure Table called Prevents. Prevents are also fine for feverish children. Take Prevents at the smelting stage, to heel off all colds, of 45-50c. All dealers.

Those who left their dishes at the Oddfellows' Ball can get them at Mr. Arthur McLeod.

The police have not yet succeeded in capturing Thomas Oliver, the man suspected of the Burns murder, but they are not relaxing their efforts.

A pain prescription is printed upon each box of Dr. Shoop's Pink Pain tablet. Ask your doctor or druggist if this formula is not complete. Head aches, womanly pains, pains anywhere, or instant relief from a Pink Pain tablet.

W. E. Ross goes east on Monday to Winnipeg on business, but he will be back by election day, bright, alright.

A meeting of those interested in the game of hockey will be held tomorrow night.

Go to the blood if you are to drive hemangioma. A Wisconsin physician, Dr. Shoop, does this with his Rheumatism Remedy. He says it is a safe process. Rub-on's says the doctor never did cure rheumatism. It is more than skin deep. It is constitutional afflication. Because of the popularity of Dr. Shoop's Remedy, it is probably the most popular in existence. It goes by word of mouth from one to another, everywhere. Grateful patients gladly spread results. It is an act of humanity to tell the seek of a way to health. Tell some sick o.e. Sold by all dealers.

A Leduc buggy made a mess of S. O'Brien's window today. The horse bolted opposite the station and swing round smashed both buggy and window and ultimately getting rid of the harness headed back to Leduc. The sight of a busy city seems to be too much for Leduc horses.

A mass meeting in connection with the Laymen's Missionary Movement, will be held in Knox Presbyterian Church on Sunday afternoon at 4 o'clock. The meeting will be addressed by Rev. Canon Tucker, General Secretary of the Church of England, Missionary Society, and Rev. W. F. Stackhouse, superintendent of missions of the Baptist Church. Everybody is cordially invited.

Chief McGuire has just returned from a visit to the grueling camp on the G.T.P. along the shore of Lake Wabamun. The chief's visit was professional, but he had one rather interesting episode on the road. Close to the Peninsula he encountered a bear and cub. The chief's bulldog attacked the mother and with the canniness of his kind succeeded in killing after a desperate fight during which the throat of the bear was completely torn away. The cub suffered severely in the mauling. The cub were captured.

The wrestling contest in which Jim White, the Minneapolis lightweight, undertakes to throw the local men within a house will take place on election day, Monday, October 2nd, in the Grand Opera house. White's opponents will be Bill Williams, Bert Archer and Jack Davidson, who are all a good deal heavier than the challenger, and will not doubt put up a good argument. Dr. Wainwright has arranged to receive the election turns at the opera house and they will be unenclosed from the stage between bouts.

CONSERVATIVES HOLD SMOKER

(Continued from page 1) only showed how narrow minded some of his opponents were. If he was not broad enough, he had to give up the interests of all his constituents or to take in the whole interests of the province and of the Dominion in forming his opinion he was not fit to be their representative. Mr. Day concluded an eloquent little speech with a declaration that he had lived up to the promises he had made when he first visited them. He had fought honestly and fairly, and whatever the result was, has done nothing that they need be ashamed of, and he promised that if elected he would continue to act as their representative in the same manner.

Mr. J. R. Lavell was then called upon and delivered a most interesting address on the requirements of the party in the matter of scrutinizers, and as to the periodical duties these scrutineers should perform. He said how carefully must be kept to prevent any dirty work, and he declared that if they got a clean deal—and they asked no more—they had no fear of the result. He instanced several cases of episcopacies which had been the subject of investigation in order to show how carefully the scrutineers must watch.

After a few words from Mr. Bush the meeting dissolved.

Stomach trouble would more quickly disappear if the idea of treating a case, rather than the effect, would come into practice...A tiny, inside, id in nose, says Dr. Shoop, governs all gives strength to the stomach. A rat-sized worm goes to the heart. The kidney worm, however, "dances" fall, then the organs must suffer. Dr. Shoop's Restorative is directed specifically to these failing crevices. Within 48 hours after starting his Restorative treatment patients say they feel again. S.M.D. by all dealers.

East End
Cash Meat Market
Have you tried
our Home Made
Sausages?

Geary Bros

Phone 3343

P. BURNS & CO.

Fresh and Cured Meats

Of all Kinds

FISH AND GAME

IN SEASON.

Highest Market Prices paid for
FIRST-CLASS
DRESSED POULTRY
of all descriptions.

HORN 16

Penny Wise

There is a saying that does not save. There is no satisfaction or profit in saving a few cents on a prescription and getting medicine of an inferior quality. Unless medicine is skilfully compounded by experienced persons, it is costly at any price. The thing to look out for, to insist upon, is quality. Quality is the only thing to think of when we buy drugs. If you want the satisfaction of knowing that your prescription is absolutely right bring it here. The price will be reasonable, no more and no less than the drugs and work is worth. No one can afford the prescription as it ought to be filled for less than we shall charge.

Cowies' Drug Store



I OWE MY CURE TO ZAM-BUK

HAD PILES FOR 13 YEARS! PAIN SO BAD AT TIMES, HE FAINTED

One of the best points about Zam-Buk is that it cures chronic cases of piles as well as those of more recent origin. Dr. W. Stackhouse, R.E., of St. Catharines (Ont.), a man who has served his country in India, China, Japan and Egypt, says:

"Nobdy has suffered greater agonies than I have through piles. For near 13 years this terrible scourge afflicted me and at times the pain was almost too great for me to bear—especially when sitting, the pain and anguish of sitting."

"I think I tried almost every remedy known in India, China, Japan and Egypt. While in India I was in the hospital for three weeks with bleeding piles, and thought I would be compelled to give up the Service if I could not find a cure for my piles. Once I was so bad I could not even sit up any longer. Once I was so bad I could not stand up—the pain from the piles was so great that I had fainting fits."

"An Army officer told me about Zam-Buk having cured a friend of his, so I decided to give it a trial. From the first annotning with this great pain I laid, I lay down, but even after using one box I could sit up and walk around again. Once I was so bad I could not even sit up any longer. Once I was so bad I could not stand up—the pain from the piles was so great that I had fainting fits."

"Zam-Buk is worth its weight in gold. It has cured me and given me now over six months of perfect ease—something which I have not had for thirteen long years! I trust this statement of mine will lead other sufferers to try Zam-Buk and prove its great healing virtue."

What Zam-Buk is, and What It Does
Zam-Buk is composed of the strongest and guaranteed healing herbs. It contains no animal fat or mineral poison. It cures as rank as other ointments, never stains, never clogs the pores, has no heat, no smell, no taste, no worms, chapped hands, ulcers, badly pained wrists, varicose veins, piles, hemorrhoids, sore eyes due to bad poisoning, etc. It heals ulcerations, and removes all kinds of eruptions and diseases. All druggists and chemists sell it in 10s, 20s, 50s, or 100s, or post free from Zam-Buk Co., Toronto, for price.

Zam-Buk

RUB IT IN

Free Box

This Company can send a sample box to you for you to sample box. Mention this paper.

COME TO SMITH'S

EDMONTON OPERA HOUSE

Pollard's Lilliputian Opera Company

FOR = 4 = NIGHTS

COMMENCING

Mon. Oct. 19th.

Monday Night FLORADORA

Tuesday Night BELLE OF NEW YORK

Wednesday Matinee TOYMAKERS

Wednesday Night RUNAWAY GIRL

Thursday Night MIKADO

PRICES: \$1.00 75 & 50c.

Tickets on sale at box office 0-11, 16.

**Alberta Feed
And Sale Stable**
Horses, Cattle, New and Second Hand Rigs, Wagons, Farm Implements always on hand. Draying and Express Work done on reasonable Terms. Auction Sales, Farm or City, conducted on the shortest notice. Call on me for prices.

H. Wapshott, Prop.
(Coulson's Old Stand)

P.O. Box 113 Phone 92

**PILES get immediate relief from
Dr. Shoop's Magic Ointment.**